

Message Text

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ORIGIN EB-11

INFO OCT-01 ARA-16 ISO-00 SSO-00 INRE-00 CAB-09 CIAE-00

COME-00 DODE-00 DOTE-00 INR-10 NSAE-00 RSC-01 FAA-00

L-03 SS-20 NSC-07 NSCE-00 /078 R

DRAFTED BY EB/AN:WBCOBB/EB/AN:MHSTYLES:DAP

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CAB - D. LITTON (SUBS)

ARA/APU - MR. FAUCETT

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O 251652Z JUN 74

FM SECSTATE WASHDC

TO AMEMBASSY BUENOS AIRES IMMEDIATE

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E.O. 11652:N/A

TAGS: ETRN, AR

SUBJECT: CIVAIR RELATIONS

REF: BUENOS AIRES 4529, 4593

1. IN VIEW REFTELS, WE HAVE DECIDED OMIT REFERENCE TO PANAM USE OF 747'S. IF GOA MENTIONS WIDE-BODIED JETS FOR AEROLINEAS IN ITS RESPONSE, WE WOULD PROBABLY WISH TO RE-OPEN QUESTION. ACCORDINGLY, PARA 2(B) STATE 120003 SHOULD, FOR PANAM, MENTION ONLY TWO 707 FLIGHTS.

2. WE INTENTIONALLY OMITTED REFERENCE TO PANAM ALL-CARGO SERVICES, WITH PANAM'S AGREEMENT, BECAUSE PANAM DOES NOT HAVE THAT MUCH INTEREST IN SECOND CARGO SERVICE AND IS CONTENT TO MAINTAIN EXISTING ARRANGEMENTS ON ITS FLAG-STOP FLIGHT. WE ALSO DO NOT WANT TO OVERPLAY OUR HAND BY INCLUDING FREQUENCIES WHICH ARE NOT IMPORTANT AT THIS TIME. ALTHOUGH WE UNDERSTAND PANAM REP BA DISAGREES, HEAD OFFICE CONCURS IN OUR JUDGEMENT.

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3. WE DO NOT FULLY UNDERSTAND RELEVANCE OF AEROLINEAS CO-

TERMINAL RIGHTS. THESE RIGHTS, AS DISTINGUISHED FROM QUESTION NUMBER OF FREQUENCIES WHICH MAY BE OPERATED TO USE THESE RIGHTS, ARE NOT INVOLVED IN INTERIM SOLUTION WE ARE SEEKING. WHILE WE AGREE THAT AEROLINEAS RECEIVED AN UNREQUITED BENEFIT IN MAY 1973 WHEN IT RECEIVED COTERMINAL RIGHTS, IT SEEMS TO US THAT TO MAKE A POINT OF THIS IN

MEMORANDUM TO GOA, OR EVEN ORALLY, WOULD ONLY REOPEN THE DEBATE WHICH WE BELIEVE US SHOULD NOT INITIATE IN THE CONTEXT OF SEEKING AN INTERIM, PRACTICAL SOLUTION.

4. RE SUGGESTION EMBASSY STATE, PERHAPS ORALLY, THAT ONLY A GOA CONCESSION OF FREQUENCIES FOR US AIRLINES NOW CAN OPEN DOOR TO INCREASED RIGHTS FOR AEROLINEAS, WE HAVE NO OBJECTION IF EMBASSY REFERS TO "INCREASED FREQUENCIES" FOR AEROLINEAS. WE DO NOT WANT, NOR THINK IT NECESSARY, LEAVE IMPLICATION THAT AEROLINEAS MAY LATER GET BENEFITS (E.G., ROUTES) GREATER THAN THOSE AGREED TO IN DECEMBER 1972 WHEN CONSULTATIONS RESUMED.

5. FYI: WE APPRECIATE FULLY THAT IF GOA ASKS FOR 19 FREQUENCIES, IF WE CONCUR, AND IF AEROLINEAS OPERATES 19 FREQUENCIES BY END OF YEAR, THE RESULTING DE FACTO PARITY WILL PROBABLY MEAN THAT US AIRLINES WILL AGAIN HAVE TO AWAIT AEROLINEAS DESIRES TO ADD FREQUENCIES TO GAIN BARGAINING COUNTER. HOWEVER, THERE ARE THREE "IFS" INVOLVED IN THIS EQUATION. MOREOVER, WE DO NOT EXCLUDE THAT SUCH A SITUATION MAY BE BETTER THAN NO INTERIM AGREEMENT AT ALL. IN OTHER WORDS, SUBJECT TO THE "IFS", WE ARE PREPARED CONSIDER TAKING THE RISK. END FYI.

6. ARRANGEMENT OF SHORT TERM FREQUENCY DEAL ENJOYS HIGHER PRIORITY THAN PANAM'S RECENT CHARTER APPLICATIONS (BA 4593). WHILE WE SEE NO OBJECTION TO LOW KEY APPROACH AT A LATER DATE, IF NECESSARY, ON CHARTER PERMIT QUESTION, WE TRUST THIS CAN BE KEPT SEPARATE FROM FREQUENCY REQUEST, AND WE WOULD THEREFORE NOT WISH TO GIVE EMBASSY "INSTRUCTIONS" TO PROTEST AT THIS TIME LEST SUCH A PROTEST IMPLY A HIGHER PRIORITY THAN WE INTEND.

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7. UNKNOWN TO US PREVIOUSLY, BRANIFF APPLICATION FOR NINTH FREQUENCY EFFECTIVE JULY 1 ALSO CONTAINS NUMBER OF TIMING CHANGES OF EXISTING EIGHT FREQUENCIES. IT IMPORTANT TO BRANIFF THAT LATTER CHANGES BE APPROVED BY GOA AND OTHER COUNTRIES THROUGH WHICH BRANIFF OPERATES. IN ITS APPROACH, EMBASSY SHOULD STATE THAT, IF QUESTION ADDITIONAL FREQUENCY CANNOT BE WORKED OUT BY JULY 1, WE ASSUME BRANIFF TIMING CHANGES WILL BE APPROVED.

8. DEPT BELIEVES STATE 120003 PLUS GUIDANCE IN STATE
128507, PROVIDE SUFFICIENT INSTRUCTIONS FOR EMBASSY TO
PROCEED. DEPARTMENT HOPES THIS CAN BE DONE ASAP. SISCO

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, AIRLINES, FOREIGN POLICY POSITION, AIR ROUTES
Control Number: n/a
Copy: SINGLE
Draft Date: 25 JUN 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: CollinP0
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974STATE136183
Document Source: CORE
Document Unique ID: 00
Drafter: WBCOBB/EB/AN:MHSTYLES:DAP
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D740166-1178
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t19740615/aaaaampa.tel
Line Count: 119
Locator: TEXT ON-LINE, ON MICROFILM
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: BUENOS AIRES 4529, 4593
Review Action: RELEASED, APPROVED
Review Authority: CollinP0
Review Comment: n/a
Review Content Flags:
Review Date: 05 SEP 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <05 SEP 2002 by boyleja>; APPROVED <21 FEB 2003 by CollinP0>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR RELATIONS
TAGS: ETRN, AR, US, BRANIFF, PANAM, AEROLINEAS
To: BUENOS AIRES
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005